

CARS STOP ALL NIGHT; BOTH SIDES CLAIM VICTORY.

OFFICIALS PLEASED; STRIKERS SAY "WAIT."

"We Had Them Beaten To-day," Said the Transit People. "We Are Gaining Every Hour," the Men Retort.

CAPITAL IS CONFIDENT AND LABOR DETERMINED.

"All Cars Will Run on Schedule To-day," Say the Superintendents. "All but One Line Will Be Tied Up To-day," Is the Other Prophecy.

"We had them beaten at 9 o'clock to-day; we will have them running at 9 o'clock to-morrow," was the sentiment of the officials of the Brooklyn Rapid Transit Company last night.

Estimates by Division Superintendents and General Traffic Manager Wheatley compared agreed in the main points in these assertions:

That more than 60 per cent of the scheduled cars for all divisions were run throughout the day. Some divisions ran nearly full schedules, and some of course only a few cars.

That the number of the strikers was less than one-third of the whole number of employees—perhaps 1,500 out of 5,000 men.

That practically all the Brooklyn Heights employees were standing by the company and all the elevated railway employees except less than a dozen.

That about 4 or 5 per cent of the men who worked yesterday were "new" men. The superintendents did not count the men who were "extras" on Saturday and "regulars" on Sunday as new men, but massed them with the "loyal" Brooklyn Heights employees.

"That is as fair," said one of them, "as it is for the strikers to count recently discharged Nassau and other men in their number."

On Regular Schedules To-day. The railroad officials said that they expected to carry out all regular schedules this morning. That means that all cars will be run as usual—enough to accommodate even the early morning rush.

The cars were withdrawn at 10 o'clock last evening in order to have crews to man all the cars in the morning.

"We never were in on any line to-day," said Mr. Wheatley after many hours spent in riding over the lines of the system. "On some lines you would hardly notice the difference from an ordinary Sunday. Look at that car," and he pointed to one overflowing with passengers for Coney Island. "Does that look as if the people were afraid or unwilling to ride?"

"This is really nothing like a big strike. There has been very little violence, and, except for occurrences here and there, attempts to hinder our traffic have been made only by children."

Flower Interests Satisfied. Fred S. Flower, of the banking firm of Flower & Co., a large stockholder, said last night at the Oriental Hotel:

"The officials of the Brooklyn Rapid Transit Company have consistently sought to promote and protect the welfare of the employees, and now, as heretofore, they are anxious to prevent any conditions which might cause reasonable complaint on the part of the men."

"The loyalty of a great majority of the men to the company has been demonstrated by the faithful performance of their duties in the past. From the standpoint of the stockholders there is nothing to cause alarm. Very large amounts of the stock are owned by rich men. Now that the strike has come the opportunity will be utilized to cover the short contracts. Therefore it probably may be said that the situation favors an almost immediate improvement in the value of the stock."

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CHILDREN CRYING "SCAB!" AT MEN RUNNING CARS.

(From a photograph by a Journal artist.)

They shouted the opprobrious epithet tantalizingly through their noses and did all they could to annoy motormen and conductors at their work.

CARS RUN UNDER POLICE GUARD.

Continued from First Page.

Manhattan, aided by the entire Brooklyn force, cars were run on every line in the city almost on schedule time. The elevated roads were practically not at all affected. But at night some of the lines suspended operations through fear of trouble.

In various parts of Brooklyn there were occasional disturbances during the day, followed by collisions between the clubs of the unsympathetic Broadway policemen and the heads of whatever unfortunate Brooklynite happened to be in the way.

The men were quiet. No one seemed to look with distrust on his neighbor, but at the same time no one showed the least inclination to be jolly or to bow the head. The business in hand was serious, and it was met in that spirit.

The strike, as viewed from the strikers' standpoint at their headquarters, No. 118 Myrtle avenue, was in as good shape as could be expected at midnight.

Not All the Men Were Notified. James Pines, chairman of the Strike Committee, admitted that 2,000 men were at work yesterday who should properly be out. He attributed this condition of affairs to the fact that it was not until after 2 o'clock in the morning that the tie-up was decided upon, and it was impossible at that late hour to notify all the men.

When the men went to their homes the night before the Brooklyn strike of '96, they knew, every man of them, that they were not expected at the depots in the morning. Yesterday every man was at his depot.

Notwithstanding this handicap the official forecast for to-day issued from strike headquarters late last night and based upon reports from Mr. Pines' assistants, was this:

Chains of the Strikers. "On the Nassau lines there was during yesterday a complete tie-up. This leaves nothing to be improved upon to-day. The men are out and will stay out. They number 1,800 all told."

Mr. Pines is equally sanguine with regard to the Greenpoint line. The strike there affects 800 men. Of this number only six had reported for duty. This morning not a Greenpoint car will be manned by regular men.

The so-called Ridgewood line comprises eleven separate lines. About one out of every two of the conductors and motormen employed here was out yesterday.

Mr. Pines said that he had received every assurance, both from men who had worked and from the strikers, that all the men who worked yesterday would be out to-day.

A large proportion of the 200 men on the Bayside street line took out their cars yesterday. They said that try as they could, they were not able to learn that a strike was being called. They who had worked and from the strikers, that all the men who worked yesterday would be out to-day.

On the Fulton street and Broadway lines, which belong to East New York and use the same depot, the men worked yesterday. They, too, will all be with us in the morning," was the chairman's official statement last night.

Flatbush Line Holds Out. On the other affected line—the Flatbush Avenue line—it was admitted that only a few men stopped work. The committee said that they were now engaged in doing missionary work among these men, organizing and hustling to bring them into the tie-up.

Thus it may be seen from Mr. Pines' point of view that of the strikers this tie-up will become more complete as the days advance.

Among other visitors at the headquarters of the strike committee of five men from Metropolitan Traction Company, of Manhattan Borough, one from the Sixth Avenue line, and two each from the Second and Eighth Avenue lines.

Toward nightfall, however, a more serious phase of the situation developed. The sky-larking of idle Sunday crowds that had made the day's events mere trifles gave way to grim determination on the part of strikers and their sympathizers to stop traffic. The division superintendents issued orders to East New York and the Bayside lines, that they were to stop work. The third Manhattan policemen, who had been without sleep for many hours, grew more strict and watched for outbreaks. The crowds of people who had been allowed to gather during the day were now broken up and kept moving along.

There were dinner-hour conferences between officials and city authorities. The prospects were strong that attempts to stop cars during the night would provoke outbreaks that could not be readily quelled. The policemen had been many hours on duty without sleep.

"Stop the cars for the night," was the order finally given. The strikers after a day of defeat had demonstrated their power. Traffic was mostly suspended.

Strikers Are Hopeful. The strikers made their headquarters at No. 118 Myrtle avenue, where Master Workman James Pines directed affairs. All the strikers were confident that the strike would be successful. Although it was admitted that only part of the men had gone out, Mr. Pines said that the ranks of the strikers were being increased every hour, and the movement was steadily gaining.

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